Georgia Department of Transportation

Interoffice Memo
Office of Design Policy & Support

DATE: **1/16/2019**

FILE: P.I.# 0013994
Gordon County / GDOT District 6 - Cartersville
Bridge Replacement – SR 136 @ COOSAWATTEE RIVER 5 MI E OF NICKELSVILLE

FROM: for Brent Story, State Design Policy Engineer

TO: SEE DISTRIBUTION

SUBJECT: **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report for the above subject project.

Attachment

Distribution:
Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Carol Comer, Director, Division of Intermodal
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
Kim Nesbitt, Program Delivery Administrator
Bobby Hilliard, Program Control Administrator
Paul Tanner, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Erik Rohde, State Project Review Engineer
Monica Flournoy, State Materials Engineer
Patrick Allen, State Utilities Engineer
Eric Conklin, State Transportation Data Administrator
Attn: Systems & Classification Branch
Benny Walden, Statewide Location Bureau Chief
Grant Waldrop, District Engineer
David Acree, District Preconstruction Engineer
Jun Birnkammer, District Utilities Engineer
Jeff Henry, Project Manager
BOARD MEMBER - 14th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LIMITED SCOPE PROJECT CONCEPT REPORT

Project Type:	Bridge Replacement	P.I. Number:	0013994
GDOT District:	District 6	County:	Gordon
Federal Route Number:	N/A	State Route Number:	136
	Project Number:	N/A	

The proposed project will replace two bridges; one carrying SR-136/Nickelsville Road NE over Coosawattee River and the other a tributary of Coosawattee River, in Gordon County.

Submitted for approval:

Concept Report resubmitted 12/28/2018 ~ *OB*

Samuel L Powell — Long Engineering, Inc. — 10/04/2018
Consultant Designer & Firm — Date

Kimberly W. Nesbitt — 10-9-18
State Program Delivery Administrator — Date

SHP — 10/04/2018
GDOT Project Manager — Date

Recommendation for approval:

Eric Duff / OB — ***10/14/18***
State Environmental Administrator — Date

Christopher Raymond / OB — ***10/23/18***
for State Traffic Engineer — Date

Grant Waldrop / OB — ***10/25/18***
District Engineer — Date

Bill DuVall / OB — ***10/18/18***
State Bridge Engineer — Date

☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).

☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

R. Paul Jarrett — 10-16-18
State Transportation Planning Administrator — Date

Approval:

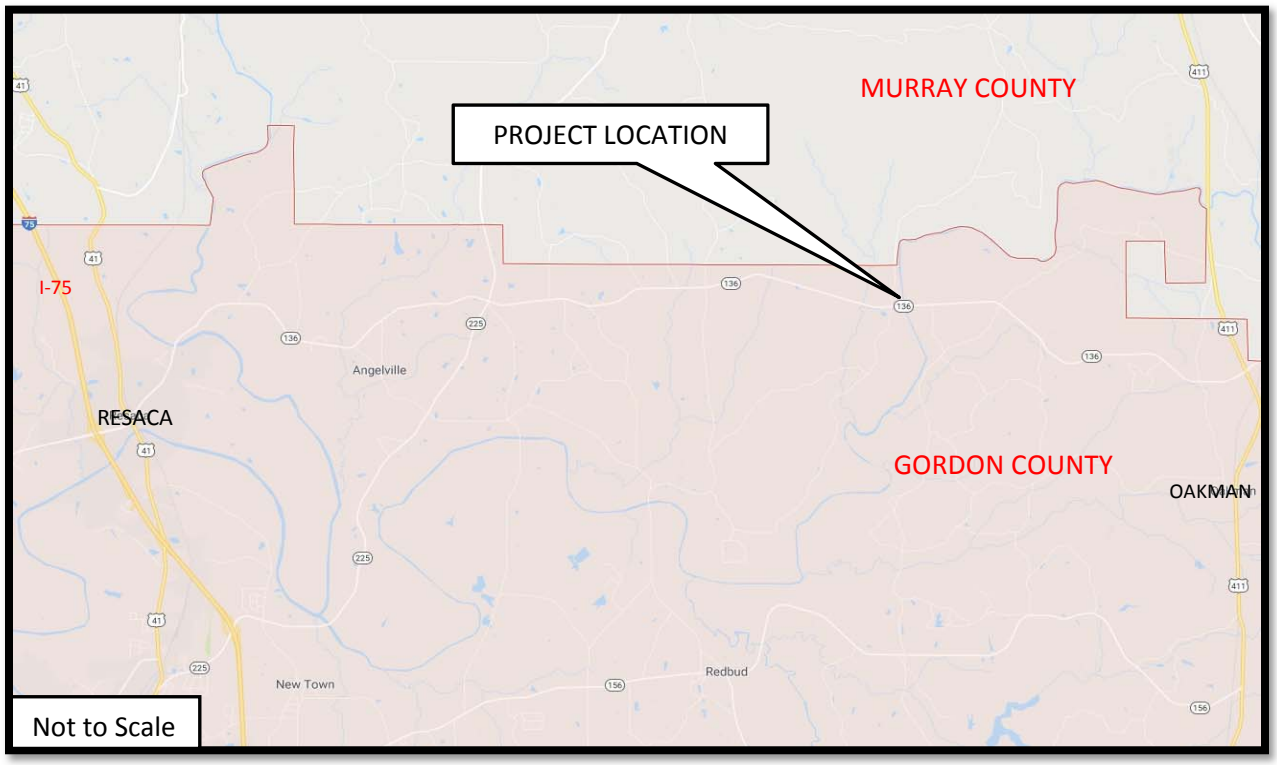
Concur: Hiel Pettel — 1-14-19
GDOT Director of Engineering — Date

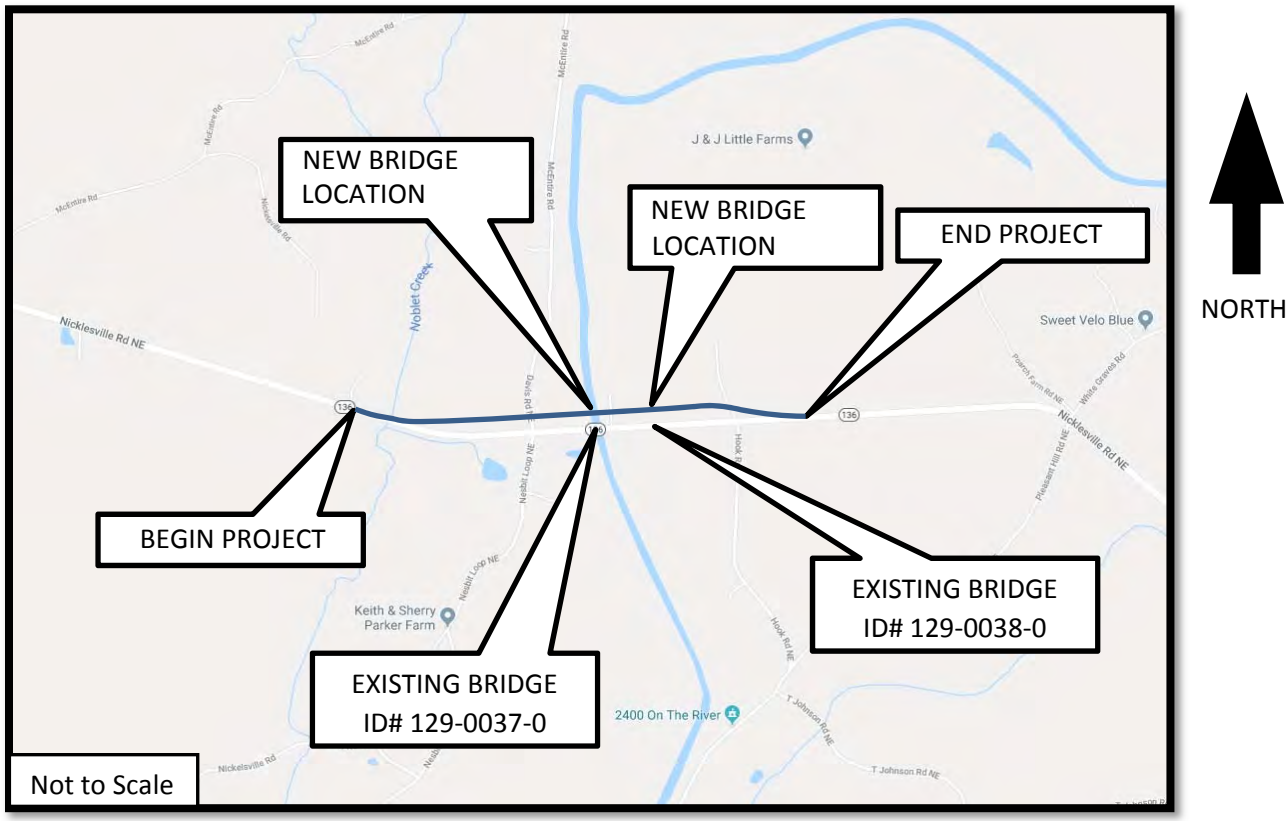
Approve: Margaret B. Pirkle — 1.16.19
GDOT Chief Engineer — Date

Concept Report also reviewed and recommended by the following:

Erik Rohde, State Project Review Engineer — *12/21/2018*
Stevonn Dilligard, Utilities — *1/2/2019*

PROJECT LOCATION MAP





BRIDGE REPLACEMENT ON SR 136 OVER COOSAWATTEE RIVER
GORDON COUNTY, GA
PI # 0013994

PLANNING & BACKGROUND DATA

Project Justification Statement for ID 129-0037-0 (Preparer - GDOT Bridge Office):
The bridge on SR 136 over Coosawattee River, Structure ID 129-0037-0, was built in 1966. This bridge consists of five (5) spans of steel beams on concrete caps with steel piles in the approach spans and concrete caps with concrete columns in the main spans. This bridge was designed using an HS-15 vehicle, which is below current design standards. The overall condition of this bridge would be classified as fair. The deck is in fair condition with moderate abrasion on the topside and heavy cracking on the underside in all spans. The superstructure is in satisfactory condition with moderate corrosion on the steel bearings. The substructure is in fair condition with minor cracking in the concrete caps and severe corrosion with section loss in the steel piles. This bridge is classified as having an unknown foundation and there are signs of scour at the intermediate bents. Due to the age of the structure, the structural integrity of the bridge pertaining to the design vehicle, and the unknown foundation of the substructure, replacement of this ~~61-year-old~~ OB bridge is recommended.

Existing Conditions: Bridge 129-0037-0 is located on SR 136 (Nickelsville Road) where it crosses Coosawattee River in Gordon County, approx. 5.2 miles west of Nickelsville, GA. The bridge is a 5-span, 2-lane structure that is 32 feet wide and 270 feet long. SR 136 is a 2-lane major collector road with 12 foot lanes and 4-6 foot grassed shoulders. Multiple utilities run parallel to the existing bridge and power poles are adjacent as well. The bridge cross-slope is normal crown with a posted speed limit of 55 mph. There is an overflow bridge approximately 400 feet East of the main Coosawattee River Bridge.

Project Justification Statement for ID 129-0038-0 (Preparer - GDOT Bridge Office):
The bridge on State Route 136 over a tributary to Coosawattee River, Structure ID 129-0038-0 was built in 1965. The bridge consists of five spans of reinforced concrete deck girders on concrete caps with steel H piling. The design vehicle used was an HS-15 truck, which is below current design standards. The overall condition of the bridge is satisfactory. The foundation elevations of the bridge are unknown; therefore, classifying the bridge as scour critical. The deck is in satisfactory condition with minor transverse cracks and longitudinal cracking. The superstructure is in good condition with minor deflection cracking. The substructure is in satisfactory condition with minor cracking in all caps as well as the abutments. Due to the age of the structure, the bridge classified as scour critical, and not meeting current design standards, replacement of this bridge is recommended.

Existing Conditions: Bridge 129-0038-0 is located on SR 136 (Nickelsville Road) where it crosses a tributary to Coosawattee River in Gordon County, approx. 5.3 miles west of Nickelsville, GA. The bridge is a 5-span, 2-lane structure that is 32 feet wide and 150 feet long. SR 136 is a 2-lane collector road with 12 foot lanes and 4-6 foot grassed shoulders. Multiple utilities run parallel to the existing bridge and power poles are adjacent as well. The bridge cross-slope is normal crown with a posted speed limit of 55 mph.

Other projects in the area:
N/A

MPO: N/A - not in an MPO **TIP #: N/A**

Congressional District(s): 14

Federal Oversight: ☐PoDI ☒Exempt ☐State Funded ☐Other

Projected Traffic: ADT 24 HR T: 16.5 %
Current Year (2018): 2,125 Open Year (2022): 2,175 Design Year (2042): 2,400
Traffic Projections Performed by: Moreland Altobelli, LLC.
Date approved by the GDOT Office of Planning: *August 13, 2018*

Functional Classification (Mainline): Rural Major Collector

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:

Warrants met: ☒None ☐Bicycle ☐Pedestrian ☐Transit

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required? ☒No ☐Yes

Feasible Pavement Alternatives: ☒HMA ☐PCC ☐HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project:

The proposed project will replace the two existing bridges carrying Nickelsville Road over Coosawattee River and a tributary to Coosawattee River with new bridges that meet current design standards. The project is located approximately 11 miles east of the city Resaca in Gordon County, Ga. The proposed project will begin approximately 1,100 feet west of the existing bridge over Coosawattee River east of the intersection of Davis Rd NE/Nesbit Loop NE and will extend approximately 1,100 feet east of the existing bridge over a tributary to Coosawattee River west of the intersection of Montgomery Bridge Rd NE/ Hook Rd NE for a total approximate proposed project length of 2,800 feet. The proposed bridge typical will consist of two 12 foot travel lanes with 8 foot shoulders. The proposed roadway mainline will consist of two 12 foot travel lanes, and 10 foot shoulders (4.0 foot paved). The preferred alternative proposes to construct the new bridges on an offset alignment to the north of the existing bridges in order to maintain traffic throughout construction and eliminate the need for an offsite detour. The design speed is 55 mph.

Major Structures:

Structure ID	Existing	Proposed
129-0037-0 Main Span	Built in 1966; 270 foot long, 5 - span stringer/multi-beam bridge; 32.0 foot wide; 2 - 12.0 foot lanes; 1.0 foot outside shoulders.	Length: 300.00 feet; Width: 43 feet 3 inches; 2 – 12 foot lanes; 8 foot shoulders
129-0038-0 Overflow	Built in 1965; 150 foot long, 5 - span concrete Tee-beam bridge; 32.0 foot wide; 2 - 12.0 foot lanes; 1.0 foot outside shoulders.	Length: 180.00 feet; Width: 43 feet 3 inches; 2 – 12 foot lanes; 8 foot shoulders

Accelerated Bridge Construction (ABC) techniques anticipated: ☒ No ☐ Yes

No value will be gained utilizing any ABC methods in terms of time savings or cost savings, for example using precast concrete deck panels. An off-site detour is not feasible due to the length of the detour route, high volume of truck traffic, and increase to EMS-EMA emergency response time.

Mainline Design Features: ***SR 136 (Nickelsville Road) over Coosawattee River***

Feature	Existing	Policy	Proposed
Typical Section			
- **Number of Lanes**	**2**		**2**
- **Lane Width(s)**	**12 feet**	**12 feet**	**12 feet**
- **Median Width & Type**	**N/A**	**N/A**	**N/A**
- **Outside Shoulder Width**	**4-6 feet**	**10 feet (4 foot paved)**	**10 feet (4 foot paved)**
- **Outside Shoulder Slope**	**6%**	**6%**	**6%**
- **Inside Shoulder Width**	**N/A**	**N/A**	**N/A**
- **Sidewalks**	**N/A**	**N/A**	**N/A**
- **Auxiliary Lanes**	**N/A**		**N/A**
- **Bike Accommodations**	**N/A**	**N/A**	**N/A**
Posted Speed	**55 mph**		**55 mph**
Design Speed	**55 mph**	**55 mph**	**55 mph**
Minimum Horizontal Curve Radius	**N/A**	**1060 feet**	**3,270 feet**
Maximum Superelevation Rate	**4%**	**6%**	**3.8%**
Maximum Grade	**N/A**	**6%**	**3.3%**
Access Control	**PERMIT**		**PERMIT**
Design Vehicle	**Unknown**		**WB-67**
Pavement Type	**Asphalt**		**Asphalt**

*According to current GDOT design policy if applicable.

Is the project located on a NHS roadway? ☒ No ☐ Yes

Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated:
None

Design Variances to GDOT Standard Criteria anticipated: None

Lighting required: ☒ No ☐ Yes

Off-site Detours Anticipated: ☒ No ☐ Undetermined ☐ Yes

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes
If Yes: Project classified as: ☒ Non-Significant
TMP Components Anticipated: ☒ TTC

INTERCHANGES AND INTERSECTIONS

Major Interchanges/Intersections: None

Intersection Control Evaluation (ICE) Required: ☒ No ☐ Yes

Roundabout Peer Review Required: ☒ No ☐ Yes ☐ Completed – Date:

UTILITY AND PROPERTY

Railroad Involvement: N/A

Utility Involvements:
Atlanta Gas Light – Gas (Request Bridge Attachment)
AT&T – Georgia – Telecommunications
City of Calhoun – Water
Georgia Power Distribution – Electric Distribution

SUE Required: ☒ No ☐Yes

Public Interest Determination Policy and Procedure recommended? ☒ No ☐ Yes

Right-of-Way: Existing width: 50 feet Proposed width: Varies 70 - 120 feet
Required Right-of-Way anticipated: ☐ None ☒ Yes ☐ Undetermined
Easements anticipated: ☐ None ☒ Temporary ☒ Permanent ☒ Utility ☐ Other

Anticipated total number of impacted parcels:		7 *
Displacements anticipated:	Businesses:	0
	Residences:	0
	Other:	0
	Total Displacements:	0

*Permanent Easements will need to be bought with the right to place utilities.

Impacts to USACE property anticipated? ☒ No ☐ Yes ☐ Undetermined

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: None

Context Sensitive Solutions Proposed: None

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:

NEPA: ☐ PCE ☒ CE ☐ EA-FONSI

GEPA: ☐ Type A ☐ Type B ☐ None

Level of Environmental Analysis:

☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.

☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

Water Quality Requirements:

MS4 Compliance – Is the project located in an MS4 area? ☒ No ☐ Yes

Is Non-MS4 water quality mitigation anticipated? ☒ No ☐ Yes

Environmental Permits, Variances, Commitments, and Coordination Anticipated:

- Will need CWA Section 404 permit and coordination (unless the two new bridges completely spans the river).
- A buffer variance may be required if project limits will extend beyond the 100-foot bridge exemption box (and/or if there is a buffered tributary outside that box that will be disturbed).
- Coordination under ESA Section 7 (T&E species) may be required (subject to confirmation following field surveys including aquatic survey and bat survey subconsultants).
- Coordination under Section 106 of National Historic Preservation Act and Section 4(f) of Department of Transportation Act may be required (subject to confirmation by cultural resources subconsultant).

Air Quality:

Is the project located in an Ozone Non-attainment area? ☒ No ☐ Yes

Carbon Monoxide hotspot analysis Required? ☒ No ☐ Yes

(*If any of the above are answered "Yes", additional analysis may be required; see section in Appendix A for further information)*

NEPA Comments & Information:

- **Ecology** –
  - Coordination under ESA Section 7 (T&E species) may be required (subject to confirmation following field surveys including aquatic survey and bat survey subconsultants).
  - Plant surveys for the following protected plants will be conducted: Georgia rockress, Georgia aster, and the Cumberland rose-gentian.
  - Based on consultation with USFWS, the project is within the predicted range of endangered Indiana Bat (Myotis sodalis), endangered Gray Bat (Myotis grisescens), threatened Northern Longeared Bat (Myotis septentrionalis).
  - Bat surveys will be conducted by Eco-Tech and aquatic surveys will be conducted by CCR.
  - No impaired waterbodies are near the project location.
  - There is potential for the wetlands associated with Coosawattee River and ditches on either side of SR-136 to be impacted by the proposed project.
- **History** –
  - Coordination under Section 106 of National Historic Preservation Act and Section 4(f) of Dept. of Transportation Act may be required (subject to confirmation by cultural resources subconsultant). History studies are ongoing.
- **Archaeology** –
  - Coordination under Section 106 of National Historic Preservation Act and Section 4(f) of Department of Transportation Act may be required (subject to confirmation by cultural resources subconsultant). Archeology studies are ongoing.

- **Air Quality** –The project falls within an attainment area.
- **Noise** – There are sensitive receivers (single-family homes) located to the east and west of the bridges. Until a preferred alternative has been identified, we assume the project could fall into a Type I study; we do anticipate that a Type III study will be required unless the vertical alignment is raised more than 3 feet. NAC activity categories B and F are located within the ESB. No carbon monoxide testing will be required.
  The project falls within an attainment area.
- **Public Involvement** – It is expected that a PIOH will not be needed as an off-site detour is not being proposed. No public controversy is anticipated.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Is Federal Aviation Administration (FAA) coordination anticipated? ☒ No ☐ Yes

Project Meetings: Project Kickoff Meeting 2018-01-10, Monthly Status Call; 02-28-2018, 06-07-18, 07-12-18; Concept Team Meeting 08-28-2018

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Long Engineering
Design	GDOT/Pond & Company
Right-of-Way Acquisition	GDOT
Utility Coordination (Preconstruction)	GDOT
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	CDM Smith, MAAI, Ecotech, CCR Environmental
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Other coordination to date:

Project Cost Estimate and Funding Responsibilities:

	PE Activities					
	PE Funding	Section 404 Mitigation	ROW	Reimbursable Utilities	CST*	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
$ Amount	$950,000	$240,000	$216,000	$200,000	$5,842,847.46	$7,448,847.46
Date of Estimate	12/12/16	9/28/18	10/1/18	8/17/18	09/19/18	

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Preferred Alternative (Alternative 1): Replace the existing bridges and construct the new bridges on an offset alignment north of the existing bridges.			
Estimated Property Impacts:	**7**	**Estimated Total Cost:**	**$7,448,847.46**
Estimated ROW Cost:	**$216,000**	**Estimated CST Time:**	**18 Months**

Rationale: Construction on the offset alignment was selected as the preferred alternate for the following reasons: 1) an off-site detour would be impactful to implement due to the high truck traffic volume of SR 136, 2) an off-site detour would increase emergency vehicle response time and, 3) Maintenance of Traffic will be less impactful utilizing offset alignment.

Alternative 2: Demolish and replace the bridge at its current location with an off-site detour.			
Estimated Property Impacts:	**6**	**Estimated Total Cost:**	**$7,215,139.52**
Estimated ROW Cost:	**$100,000**	**Estimated CST Time:**	**15 Months**

Rationale: This alternate is not recommended for the following reasons, 1) offsite detour would divert a high volume of traffic and truck traffic, which would be impactful to detour roads that were not designed to handle the additional high traffic volumes, 2) increased emergency vehicle response time, 3) Maintenance of Traffic would be impactful utilizing off-site detour.

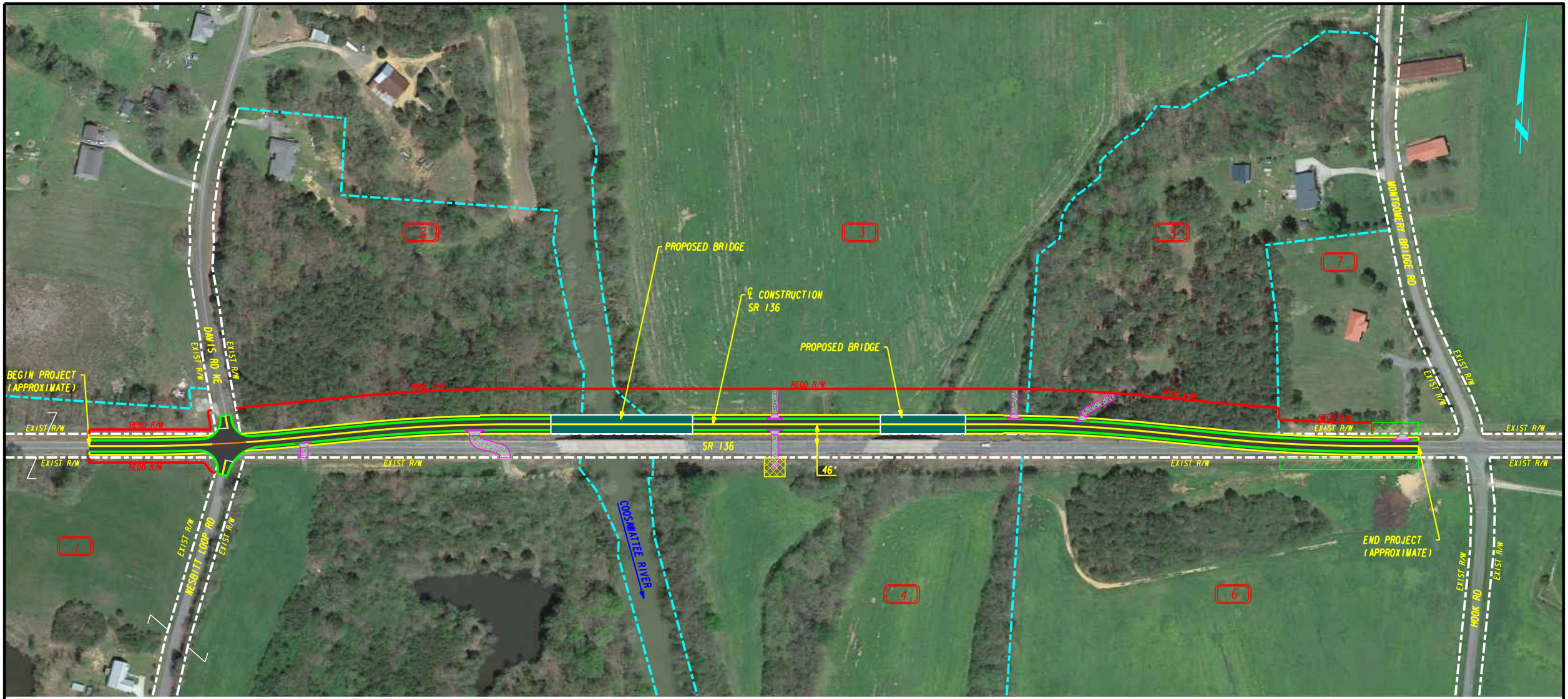
No-Build Alternative: Retain the existing SR 136 bridges over Coosawattee River and it's tributary and do not build replacement bridges.			
Estimated Property Impacts:	**0**	**Estimated Total Cost:**	**$0**
Estimated ROW Cost:	**$0**	**Estimated CST Time:**	**N/A**

Rationale: Due to the age of the bridge, the overall sufficiency rating, and structural integrity of the substructure, and unknown foundation, replacement is recommended. This alternate was not selected as preferred because it does not meet the project justification statement.

Additional Comments/ Information:

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout \ Typical sections
2. Cost Estimate
3. Approved Traffic Memo dated August 13, 2018
4. Detour Route Map (Alternative #2)
5. Detour Comments
6. Mitigation Cost Memo
7. Concept Utility Report and Utility Cost Estimate
8. Concept ROW Estimate
9. Meeting Minutes
10. Bridge Inventory



LEGEND

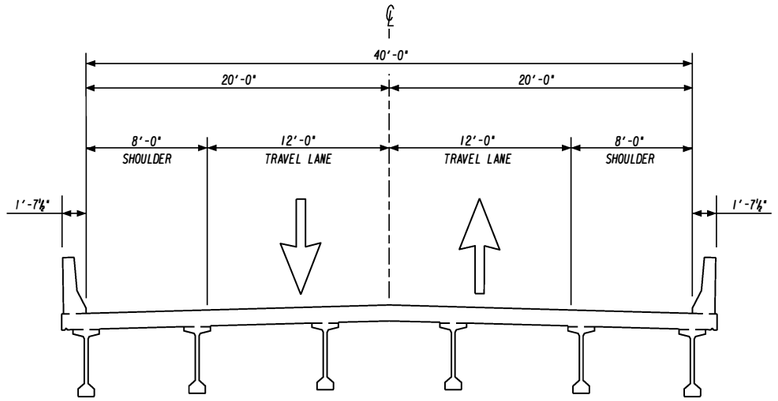
EXISTING INFORMATION	PROPOSED INFORMATION
RIGHT-OF-WAY	CENTERLINE
PROPERTY LINE	RIGHT-OF-WAY
	CONSTRUCTION AND MAINTENANCE EASEMENT
	EASEMENT FOR CONSTRUCTION OF DRIVES
	NEW PAVEMENT
	NEW DRIVEWAY
	GRASSING/SOD
	NEW/ WIDENED BRIDGE
	TRAFFIC FLOW ARROWS

SCALE IN FEET
0 100 200 400

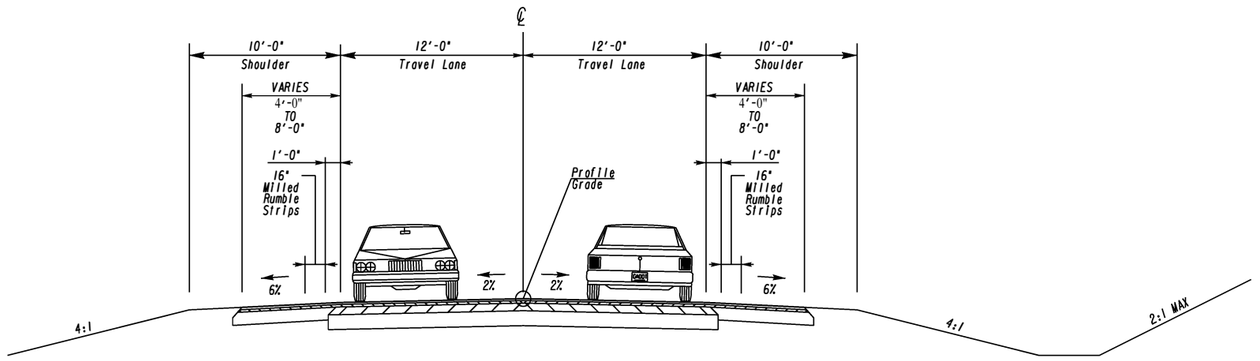
LONG ENGINEERING, INC.

CONCEPTUAL LAYOUT
PREFERRED ALTERNATE #1
NEW BRIDGE
ON SHIFTED ALIGNMENT
PI #0013994
SR 136 OVER COOSAWATTEE RIVER

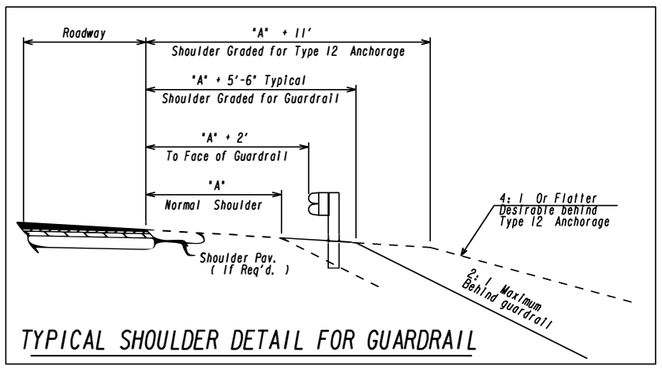
SHEET 1 OF 2



BRIDGE TYPICAL SECTION



ROADWAY TANGENT SECTION



TYPICAL SHOULDER DETAIL FOR GUARDRAIL

LONG

CONCEPTUAL TYPICAL SECTIONS
PREFERRED ALTERNATE "1
NEW BRIDGE
ON SHIFTED ALIGNMENT
PI #0013994
SR 136 OVER COOSAWATTEE RIVER

SHEET 2 OF 2

Georgia Department of Transportation

Interoffice Memo

FILE P.I. No. **0013994**

OFFICE Progrram Delivery

PROJECT DESCRIPTION

SR136 over Coosawattee River

DATE December 28, 2018

From: Kimberly Nesbitt, State Program Delivery Administrator

To: Erik Rohde, P.E., State Project Review Engineer
via Email Mailbox: **CostEstimatesandUpdates@dot.ga.gov**

Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Jeff Henry

MGMT LET DATE October 15, 2020

MGMT ROW DATE November 15, 2019

PROGRAMMED COSTS (TPro W/OUT INFLATION)			**LAST ESTIMATE UPDATE**	
CONSTRUCTION	**$**	3,000,000.00	DATE	N/A
RIGHT OF WAY	**$**	250,000.00	DATE	N/A
UTILITIES	**$**	0.00	DATE	N/A

REVISED COST ESTIMATES

CONSTRUCTION*	**$**	5,842,847.46
RIGHT OF WAY	**$**	216,000.00
UTILITIES	**$**	200,000.00

**Cost Contain 12 % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

* The construction cost estimate in this Revision is per the CST estimate provided by the consultant (Long Engineering) with the draft concept report prior to the Concept Team Meeting.

** 12% contingency was used based on Risk Based Cost Estimating recommended contingency range for concept level estimates.

CONTINGENCY SUMMARY

A.	**CONSTRUCTION COST ESTIMATE:**	$ 4,904,273.03	Base Estimate From CES		
B.	**ENGINEERING AND INSPECTION (E & I):**	$ 245,213.65	Base Estimate (A) x	**5**	%
C.	**CONTINGENCY:**	$ 617,938.40	Base Estimate (A + B) x	**12**	%
			See % Table in "Risk Based Cost Estimation" Memo		
D.	**TOTAL LIQUID AC ADJUSTMENT:**	$ 75,422.38	Total From Liquid AC Spreadsheet		
E.	**CONSTRUCTION TOTAL:**	$ **5,842,847.46**	(A + B + C + D = E)		

REIMBURSABLE UTILTY COSTS

UTILITY OWNER	REIMBURSABLE COST
Georgia Power	$ 200,000.00
TOTAL	**$ 200,000.00**

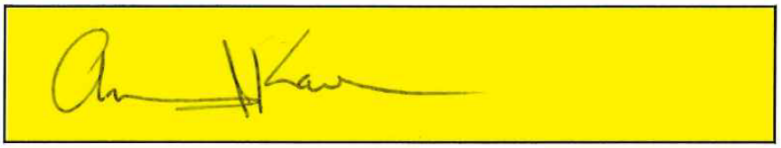
ATTACHMENTS: (File Copy in the Project Cost Estimate Folder)

CES estimate provided with draft concept report submittal
Liquid AC Adjustment Spreadsheet
PSR

Consultant Validation of Final QC/QA for Construction Cost Estimate Used in This Revision To Programmed Costs

COMPANY NAME:	Long Engineering, Inc.

VALIDATION OF FINAL QC/QA

PRINTED NAME:	Anthony Kamburis, PE
TITLE:	Project Manager
SIGNATURE:	
DATE:	December 28, 2018

JOB ESTIMATE REPORT

JOB NUMBER : PI 0013994 SPEC YEAR: 13
DESCRIPTION: SR136 OVER COOSAWATTEE RIVER-GORDON CO- PREFERRED

COST GROUPS FOR JOB PI 0013994

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
ASPH	ASPHALT (TN)				Y
BASE	BASE/AGGREGATE (TN)				Y
EROC	EROSION CONTROL (SY)				Y
ACTIVE COST GROUP TOTAL				0.00	
INFLATED COST GROUP TOTAL				0.00	

ITEMS FOR JOB PI 0013994

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - PI 0013994	1.000	142842.00	142842.00
0009	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	96425.29	96425.29
0010	163-0232		AC	TEMPORARY GRASSING	10.000	538.70	5387.00
0015	163-0240		TN	MULCH	110.000	387.32	42606.16
0020	163-0300		EA	CONSTRUCTION EXIT	4.000	1612.33	6449.34
0030	163-0527		EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	20.000	370.85	7417.15
0100	163-0529		LF	CNST/REM TEMP SED BAR OR BLD STRW CK DM	1000.000	5.41	5414.94
0130	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	3900.000	2.06	8064.19
0134	165-0041		LF	MAINT OF CHECK DAMS - ALL TYPES	1000.000	5.63	5637.21
0138	165-0071		LF	MAINT OF SEDIMENT BARRIER - BALED STRAW	1000.000	1.84	1843.34
0140	165-0101		EA	MAINT OF CONST EXIT	4.000	564.68	2258.74
0155	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	2.000	180.98	361.97
0160	167-1500		MO	WATER QUALITY INSPECTIONS	18.000	723.39	13021.12
0165	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	3900.000	3.59	14013.44
0170	210-0100		LS	GRADING COMPLETE - PI 0013994	1.000	498240.00	498240.00
0175	310-1101		TN	GR AGGR BASE CRS, INCL MATL	5761.000	27.18	156604.60
0180	318-3000		TN	AGGR SURF CRS	500.000	24.49	12247.30
0185	402-1812		TN	RECYL AC LEVELING,INC BM&HL	300.000	110.06	33020.18
0190	402-3102		TN	REC AC 9.5 MM SP,TPII, BL 1 INCL BM & HL	693.000	109.42	75830.96
0195	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	1694.000	97.93	165896.03
0200	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	1130.000	95.47	107888.98
0205	413-0750		GL	TACK COAT	10270.000	2.52	25880.40
0209	432-5010		SY	MILL ASPH CONC PVMT,VARB DEPTH	400.000	9.20	3680.93
0214	433-1100		SY	REF CONC APPR SL/INCL CURB	574.000	195.23	112067.34
0238	441-0204		SY	PLAIN CONC DITCH PAVING, 4 IN	310.000	50.32	15601.23
0242	441-0301		EA	CONC SPILLWAY, TP 1	8.000	2191.99	17535.98

JOB ESTIMATE REPORT

0243	456-2015	GLM	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	1.000	4328.08	4328.08
0244	540-1101	LS	REM OF EX BR, STA NO - (270'X32'' & 150'X32' @ $45/SF)	1.000	604800.00	604800.00
0249	543-9000	LS	CONSTR OF BRIDGE COMPLETE - (300'X43'3" & 180' X43'3"AT $120/SF)	1.000	2491200.00	2491200.00
0254	550-1180	LF	STM DR PIPE 18,H 1-10	300.000	59.39	17818.21
0259	550-2180	LF	SIDE DR PIPE 18,H 1-10	250.000	40.11	10028.12
0263	550-3318	EA	SAFETY END SECTION 18,STD,4:1	6.000	702.53	4215.20
0264	550-4118	EA	FLARED END SECT 18 IN, SIDE DR	12.000	556.84	6682.18
0269	603-2018	SY	STN DUMPED RIP RAP, TP 1, 18	1200.000	54.32	65184.00
0274	603-7000	SY	PLASTIC FILTER FABRIC	1200.000	4.53	5440.80
0276	610-0300	LF	REM FENCE - PI 0013994	1000.000	5.31	5310.00
0277	611-4890	LF	RESET FENCE - PI 0013994	1000.000	9.85	9850.00
0279	632-0003	EA	CHANGEABLE MESS SIGN,PORT,TP 3	2.000	7783.09	15566.19
0284	634-1200	EA	RIGHT OF WAY MARKERS	10.000	175.45	1754.58
0289	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	120.000	21.36	2563.87
0294	636-1036	SF	HWY SGN,TP1MAT,REFL SH TP 11	80.000	20.00	1600.00
0299	636-2070	LF	GALV STEEL POSTS, TP 7	220.000	9.44	2077.01
0309	641-1100	LF	GUARDRAIL, TP T	168.000	70.58	11858.41
0314	641-1200	LF	GUARDRAIL, TP W	600.000	20.16	12099.04
0318	641-5001	EA	GUARDRAIL ANCHORAGE, TP 1	4.000	1124.69	4498.78
0319	641-5015	EACH	GUARDRL ANCHOR, TP 12A, 31 IN, TANG, E/A	4.000	2967.00	11868.00
0324	643-8200	LF	BARRIER FENCE (ORANGE), 4 FT	1000.000	1.62	1620.96
0334	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	4000.000	0.79	3171.32
0339	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	4000.000	0.74	2972.92
0349	654-1001	EA	RAISED PVMT MARKERS TP 1	200.000	5.02	1004.20
0358	657-1085	LF	PRF PL SD PVT MKG,8,B/W,TP PB	960.000	7.48	7190.24
0364	657-6085	LF	PRF PL SD PVMT MKG,8,B/Y,TPPB	960.000	7.55	7248.35
0374	700-6910	AC	PERMANENT GRASSING	5.000	1011.48	5057.42
0379	700-7000	TN	AGRICULTURAL LIME	5.000	131.77	658.85
0384	700-8000	TN	FERTILIZER MIXED GRADE	5.000	697.20	3486.00
0389	700-8100	LB	FERTILIZER NITROGEN CONTENT	250.000	4.13	1033.45
0394	716-2000	SY	EROSION CONTROL MATS, SLOPES	4334.000	1.35	5851.03
ITEM TOTAL						4904273.02
INFLATED ITEM TOTAL						4904273.02

TOTALS FOR JOB PI 0013994

ESTIMATED COST:	4904273.03
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	4904273.03

PROJ. NO.	N/A
P.I. NO.	0013994
DATE	12/7/2018

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Dec-18	$ 2.264
DIESEL		$ 2.880
LIQUID AC		$ 535.00

Link to Fuel and AC Index:
http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)			**61262.85**	**$**	**61,262.85**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 856.00		
Monthly Asphalt Cement Price month project let (APL)			$ 535.00		
Total Monthly Tonnage of asphalt cement (TMT)			190.85		

ASPHALT	Tons	%AC	AC ton
Leveling	300	5.0%	15
12.5 OGFC		5.0%	0
12.5 mm	693	5.0%	34.65
9.5 mm SP		5.0%	0
25 mm SP	1694	5.0%	84.7
19 mm SP	1130	5.0%	56.5
	3817		**190.85**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$ 14,159.53**	**$**	**14,159.53**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 856.00		
Monthly Asphalt Cement Price month project let (APL)			$ 535.00		
Total Monthly Tonnage of asphalt cement (TMT)			44.11068647		

Bitum Tack Gals	gals/ton	tons
10270	232.8234	44.1106865

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)			**0**	**$**	**-**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 856.00		
Monthly Asphalt Cement Price month project let (APL)			$ 535.00		
Total Monthly Tonnage of asphalt cement (TMT)			0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT	**$**	**75,422.38**

Department of Transportation
State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE Gordon County
P.I. # 0013994

OFFICE Planning

DATE August 13, 2018

FROM Paul Tanner, State Transportation Planning Administrator

TO Kimberly Nesbitt, State Program Delivery Administrator
Attention: Jeff Henry

SUBJECT **Design Traffic Forecasts** for SR 136 @ COOSAWATTEE RIVER 5 MI E OF NICKELSVILLE

Per request, we have reviewed the consultant's design traffic forecasts for the above project. Based on the information furnished, we find the design traffic forecasts to be satisfactory, and the design traffic forecasting task to be complete for the above project. The reviewed and approved design traffic forecast for the above project is as follows:

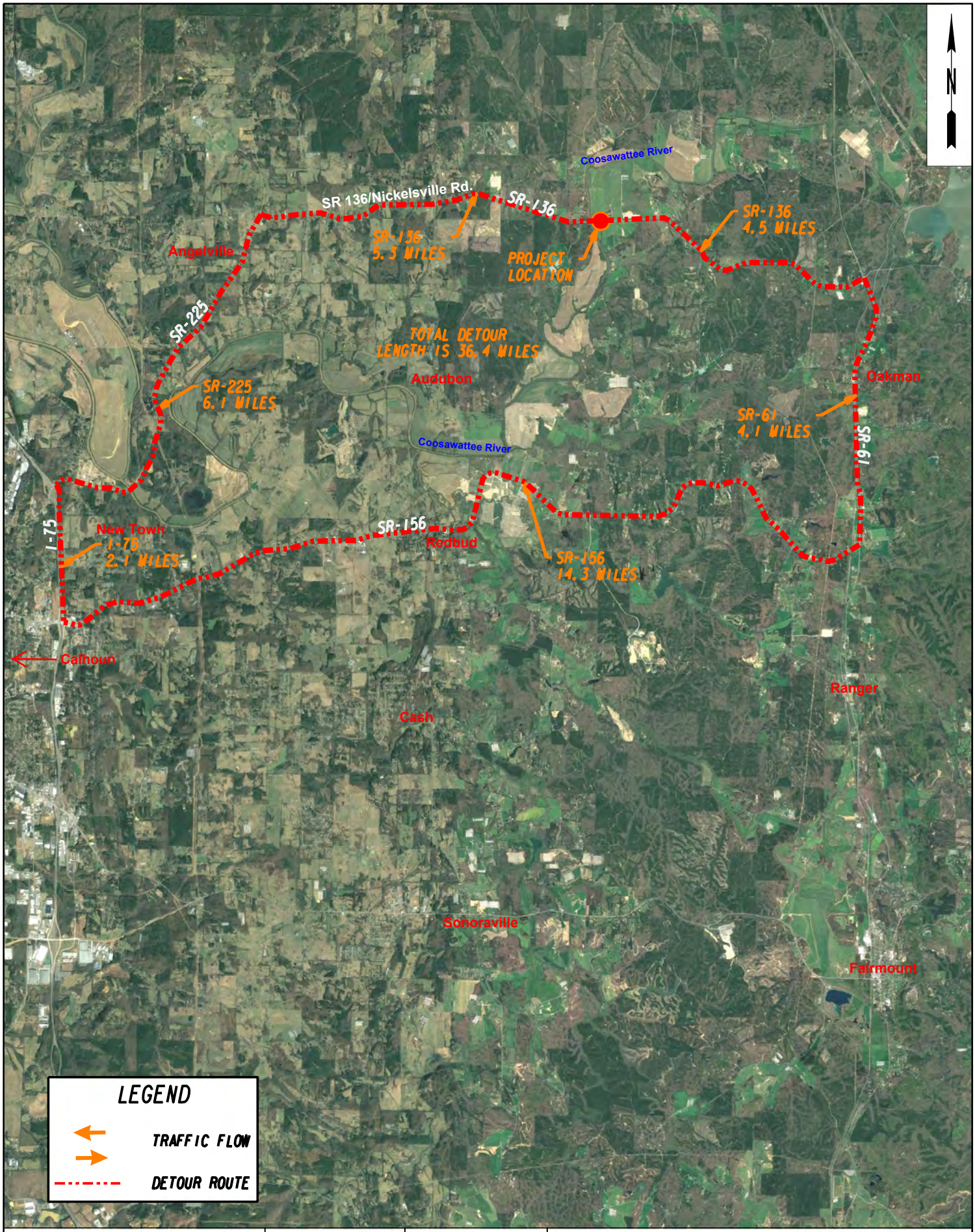
BRIDGE ID # 129-0037-0 & 129-0038-0

Build = No Build	2018 (Existing Year)	2022 (Base Year)	2024 (Base Year +2)	2042 (Design Year)	2044 (Design Year + 2)
AADT	2125	2175	2200	2400	2425
DHV (AM/PM)	155/ 175	160/ 180	165/ 185	175/ 200	180/ 205
K% (AM/PM)	7.4%/ 8.3%	Same as Existing Year			
D% (AM/PM)	71%/ 61%				
24 HR. T% - S.U.	3.5%				
24 HR. T% - COMB.	13.0%				
24 HR. T% - TOTAL	16.5%				
T% - S.U. (AM/PM)	2.5%/ 1.5%				
T% - COMB. (AM/PM)	7.5%/ 7.5%				
T% - TOTAL (AM/PM)	10.0%/ 9.0%				

If you have any questions concerning this information, please contact Andre Washington at 404-631-1925.

Andre Washington
Office Of Planning
5th Floor, One Georgia Center
404-631-1925

RPT/AMW



NET DETOUR LENGTH = 4.6 MILES

THE NET LENGTH IS MEASURED BETWEEN THE INTERSECTION OF SR 136/US 411 AND SR 225/ I-75

LONG ENGINEERING, INC.

NOT TO SCALE

DETOUR PLAN (ALT 2)
SR-136 OVER COOSAWATTEE RIVER
PI #0013994

Detour Feedback

EMA-EMS Response: High impact due to increased response times.

Public Works Director Response: Moderate concerns. Specific concern is truck traffic using local roads that are not designed to handle high truck volume an weight. Also, geometry of local roads may difficult for trucks to navigate. Local Gov't provided ADT = 2,150 and T% = 18.3%.

Marc Thompson

From: Henry, Jeff <JHenry@dot.ga.gov>
Sent: Friday, September 28, 2018 12:12 PM
To: Anthony Kamburis; Marc Thompson; Gary Tillman
Subject: FW: P.I. 0013994, Gordon County - Estimated Mitigation Cost for Concept Report

Mitigation cost below.

Jeff Henry, PE
Consultant PM
GDOT Office of Program Delivery/AECOM
Mobile: (404) 663-8649

From: Westberry, Lisa
Sent: Friday, September 28, 2018 12:53 PM
To: Henry, Jeff <JHenry@dot.ga.gov>
Cc: Perry, Verlin (Ryan) <VPerry@dot.ga.gov>
Subject: P.I. 0013994, Gordon County - Estimated Mitigation Cost for Concept Report

Jeff,

As requested, the estimated mitigation costs for the subject project is **$240,000.00**. These estimates were based on a review of aerial photography, NWI mapping, and NRCS soil surveys and not an actual field verification. The total cost of mitigation credits could remain the same or change once the ecology field survey is complete.

If you should have any questions or need any additional information, please do not hesitate to contact me. Thank you.

Lisa Westberry
Special Projects Coordinator

Georgia Department of Transportation

Office of Environmental Services
One Georgia Center, 16th Floor
600 West Peachtree Street, NW
Atlanta, GA, 30308
404.631.1772

Original Version: May 24, 2013
Revision: Feb. April 5, 2018

Concept Utility Report

Project Number: N/A

District: 6

County: Gordon

Prepared by: Daniel Monteith

P.I. # 0013994

Date: 8/28/2018

Project Description: SR 136 @ Coosawatte River 5 MI E of Nickelsville

The information provided herein has been gathered from Georgia811and/or field visits and serves as an estimate. Nothing contained in this report is to be used as a substitute for 1st Submission or SUE.

Are SUE services recommended? No

Level: ☐A ☐B ☐C ☐D

Public Interest Determination (PID):

☐Automatic ☐Mandatory ☐Consideration ☒No Use ☐Exempt

Is a separate utility funding phase recommended? Yes

Potential Project (Schedule/Budget) Impacts: Click here to enter text.

Capital Improvement Projects (Utilities) Anticipated in the Area: None at this time

Project Specific Recommendations for Avoidance/Mitigation: Click here to enter text.

Right of Way Coordination: Click here to enter text.

Environmental Coordination: Click here to enter text.

Additional Remarks: Easements should be bought with the right to place utilities

Original Version: May 24, 2013
Revision: Feb. March 8, 2018

Utilities have facilities within the project limits.

Utilities have been identified using Georgia811 and/or field visits.

Facility Owner	**Facility Owner Contact Email Address**	**Existing Facilities/ Appurtenances**	**General Description of Location**	**Facilities to Avoid** *approx. limits*	**Facilities Retention Recommended** *approx. limits*	**Comments**
Atlanta Gas Light	tbhines@southernco.com	Gas is on the north side of SR 136	Click here to enter text.	Click here to enter text.	Click here to enter text.	Will request bridge attachement.
AT&T	mb2114@att.com	Attached to power	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
City of Calhoun Water	TLankford@calnet-ga.net	Water in the project limits	Click here to enter text.	Click here to enter text.	Click here to enter text.	Water owners not at the concept meeting. May request bridge attachment.
GA Power Distrubtion	VSMCCARL@southernco.com	Power is on the south side of SR 136	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.

Note: *To add additional rows, click the bottom right corner of the box above, then click the blue* + *that will appear. Please add additional rows prior to entering text.*

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No. N/A
County Gordon
P.I. # 0013994
Description SR 136 @ Coosawattee River

Office Cartersville
Date August 17, 2018

FROM Jun Birnkammer, District Utilities Manager

TO Jeff Henry, P.E., Project Manager

SUBJECT **CONCEPT UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted based on the latest available plans. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

Utility Owner	Reimbursable	Non-Reimbursable	Estimate Based on
Atlanta Gas Light	$0.00	$482,328.00	Preliminary info from Utility
AT&T	$0.00	$64,309.00	Preliminary info from Utility
City of Calhoun - Water**	$0.00	$100,000.00	Preliminary info from Utility
Georgia Power Company - Distribution	$200,000.00	$68,000.00	Preliminary info from Utility
	$0.00	$0.00	
	$0.00	$0.00	
	$0.00	$0.00	
	$0.00	$0.00	
	$0.00	$0.00	
	$0.00	$0.00	
	$0.00	$0.00	
	$0.00	$0.00	
	$0.00	$0.00	
	$0.00	$0.00	
	$0.00	$0.00	
TOTAL 100.00%	**$200,000.00**	**$714,637.00**	
Department Responsibility 100.00%	**$200,000.00**	**$714,637.00**	
Local Sponsor Responsibility 0.00%	**$0.00**	**$0.00**	**PFA Dated with**

** Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact Daniel Monteith at 678-721-5325.

cc:

Patrick Allen, P.E., State Utilities Administrator
David Acree, P.E., District Preconstruction Engineer

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 10/1/2018
Revised:

Project: SR 136 @ Coosawattee River
County: Gordon
PI: 13994

Description: SR 135 @ Coosawattee River Bridge Replacement
Project Termini:

Existing ROW: Varies
Parcels: 7
Required ROW: Varies

Land and Improvements		$27,577.50
Proximity Damage	*$0.00*	
Consequential Damage	*$0.00*	
Cost to Cures	*$0.00*	
Trade Fixtures	*$0.00*	
Improvements	*$4,250.00*	
Valuation Services		$30,625.00
Legal Services		$79,725.00
Relocation		$14,000.00
Demolition		$0.00
Administrative		$64,000.00
TOTAL ESTIMATED COSTS		$215,927.50
TOTAL ESTIMATED COSTS (ROUNDED)		***$216,000.00***

Preparation Credits	Hours	Signature

Prepared By: E. O. [illegible] CG#: 2403 (DATE) 10/1/18
Approved By: [illegible] CG#: (DATE) 10/11/18

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

Project Meeting Minutes

Project: Concept Team Meeting
Bridge Replacement on SR-136 @ Coosawattee River in Gordon County, GA
PI No. 0013994- Gordon County

Meeting Date: August 28, 2018

Attendees: SEE ATTACHED

Minutes Prepared by Long Engineering, Inc.

Jeff Henry, the GDOT PM, started the meeting by going around the room for introductions and introduced the project, then turned it over to Gary Tillman of Long Engineering, Inc to go over the project. A brief description of the existing and proposed conditions of the project were discussed, then the preliminary concept report was reviewed page by page.

The following items were discussed:

General Comments:

- Need to check and revise the preparer of the Project Justification Statement, it was discussed the statement was prepared by GDOT Bridge Office, please revise accordingly.
- The term "Overflow Bridge" should be added to the Project Justification Statement where appropriate for 129-0038-0.
- Traffic was approved and needs to be incorporated in the concept report.
- The paved shoulder width listed in the Project Description does not match the width shown in the Design feature table and the typical in the report. Long Engineering stated they will revise accordingly.
- Need to check to determine other projects in the area, it was discussed that there are other projects in the area.
- Gordon County representative requested turn lanes at the side road intersections. GDOT will investigate the request but the consensus is that this is a bridge replacement project and the request will be denied.
- Need to confirm access to houses and livestock in the adjacent fields.
- SUE will not be performed on this project.

Environmental:

- Anticipated Environmental Document, GEPA should be revised to check none.
- Add a section for noise, that noise should be a Type III, unless the vertical alignment is raised more than 3 feet.
- Archeology and History are ongoing this month.

Utilities:

- Frontier Communications should be removed from the utility portion of the concept report. All other utilities listed are correct.
- Atlanta Gas Light requested to have their gas pipe attached to the bridge.

CES:

- The bridge cost estimate shows $150.00/SF, and evaluation may need to be made to determine the appropriate bridge costs on the project. The bridge manual would propose a lower price for this project. Long Engineering stated they would reevaluate the bridge cost.
- Make sure the Construction Estimate on the construction certification sheet matches the CST number on page 7 of the concept report.

Right-Of-Way

- Need to verify the proposed Right-of-Way width of 35-120 listed.

Please find attached the emailed responses from those who were unable to attend the Concept Team Meeting.

Action Items

-Revise and resubmit Concept Report by September 14, 2018

MEETING SIGN-IN SHEET

Project: PI 0013994 (Gordon County)	**Meeting Date:** August 28, 2018
Facilitator: Jeff Henry, GDOT PM Anthony Kamburis, Long Eng. PM	**Room:** District 6 Conference Room

Name	Company	Phone	E-Mail
Jeff Henry	GDOT OPD	4)663-8649	jheury@dot.ga.gov
ANTHONY KAMBURIS	LONG ENG	770 951 2495 205-612-5641	AKAMBURIS@LONGENG.COM
GARY TILLMAN	LONG ENG	770 951 2495 251-689-9816	GTILLMAN@LONGENG.COM
MARC THOMPSON	LONG ENG	770 951 2495	MTHOMPSON@LONGENG.COM
DANIEL MONTEITH	GDOT UTILITIES	678-721-5325	DMONTEITH@DOT.GA.GOV
Jennifer Deems	GDOT Utilities	678-721-5323	jdeems@dot.ga.gov
MICHAEL LONG	GDOT TRAFOPS	678-721-5294	MLONG@DOT.GA.GOV
Emma Mejia	GDOT Traffic Ops	678-721-5272	emejia@dot.ga.gov
CHESLEIGH CHARLES	ATLANTA GA 4647	470-733-1642	cchar1es@southernco.com
JOSEPH CIAVARRO	GDOT DIST 6	678-721-5257	JCIAVARRO@DOT.GA.GOV
Scott McCarley	GA. Power Co.	706-236-1317	vsmccarl@southernco.com
MARC THOMPSON	LONG ENGINEERING, INC	770-951-2495 205-994-4641	
On Phone			
Tom Castle			
Spencer Pucci	GDOT Air-Noise		
Carol Kalafut	GDOT Bridge		
Morgan Edge	GDOT Bridge		
Ryan Jackson	GDOT History		
Tom	GDOT Planning		

7. KEITH DAY GDOT AREA 1 CONST.

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:4/8/2017

Parameters: Bridge Serial Number

Bridge Serial Number: 129-0037-0 **County: Gordon** **SUFF. RATING: 62.8**

Location & Geography

Structure ID:	129-0037-0						
200 Bridge Information:	03			*19 Bypass Length:	10	225 Expansion Joint Type:	02- Open or sealed concrete joint (silicone sealant).
*6 Feature Intersected:	COOSAWATTEE RIVER			*20 Toll:	3- On a Free Road or Non-Highway	242 Deck Drains:	1- Open Scuppers.
*7A Route Number Carried:	SR00136			*21 Maintenance Responsibility:	01-State Highway Agency.	243A Parapet Location:	0- None present.
*7B Facility Carried:	SR 136			*22 Owner:	01-State Highway Agency.	243B Parapet Height:	0.00
9 Location:	5 MI E OF NICKELSVILLE			*31 Design Load:	3- HS 15	243C Parapet Width:	0.00
2 GDOT District:	4841600000 - D6 District Six Cartersville			37 Historical Significance:	5- Not eligible for the National Register of Historic Places	238A Curb Height:	1.2
*91 Inspection Frequency:	24	Date:	07/14/2015	205 Congressional District:	014	238B Curb Material:	1- Concrete.
92A Fracture Critical Insp. Freq:	0	Date:	02/01/1901	27 Year Constructed:	1966	239A Handrail Left:	1- Concrete.
92B Underwater Insp Freq:	60	Date:	08/04/2015	106 Year Reconsrtucted:	0	239B Handrail Right:	1- Concrete.
92C Other Spc. Insp Freq:	0	Date:	02/01/1901	33 Bridge Median:	0-None	*240 Median Barrier Rail:	0- None.
* 4 Place Code:	00000			34 Skew:	12	241A Bridge Median Height:	0
*5A Inventory Route(O/U):	1			35 Structure Flared:	No	241B Bridge Median Width:	0
5B Route Type:	3 - State			38 Navigation Control:	0- Navigation is not controlled by an Agency	*230A Guardrail Location Direction Rear:	3- Both sides.
5C Service Designation:	1- Mainline			213 Special Steel Design:	0- Not applicable or other	*230B Guardrail Location Direction Fwrd:	3- Both sides.
5D Route Number:	00136			267A Type Paint Super Structure:	2- Non-Lead Oil Alkyd System (System IV). Year : 1998	*230C Guardrail Location Opposing Rear:	0- None.
5E Directional Suffix:	0. Not applicable			267B Type Paint Sub Structure:	2- Non-Lead Oil Alkyd System (System IV) Year : 1998	*230D Guardrail Location Opposing Fwrd:	0- None.
*16 Latitude:	34 - 36.0486			*42A Type of Service On:	1-Highway	244 Approach Slab:	3- Forward and Rear.
*17 Longtitude:	84 - 46.7022			*42B Type of Service Under:	5-Waterway	224 Retaining Wall:	0- None.
98A Border Bridge:	0	98B: GA%	00	214A Movable Bridge:	0	233 Posted Speed Limit:	55
99 ID Number:	000000000000000			214B Operator on Duty:	0	236 Warning Sign:	No
				203 Type Bridge:	O - Multiple combinations (be sure the different types are on file). N. Steel-Concrete M. Steel O. Concrete	234 Delineator:	Yes
*100 STRAHNET:	0- The Feature is not a STRAHNET route.			259 Pile Encasement:	3	235 Hazard Boards:	Yes
12 Base Highway Network:	Yes			*43A Structure Type Main material:	3-Steel	237A Gas:	00- Not Applicable
13A LRS Inventory Route:	1291013600			*43B Structure Type Main Type:	2-Stringer/Multi-Beam or Girder	237B Water:	00- Not Applicable
13B Sub Inventory Route:	0			45 Number of Main Spans:	5	237C Electric:	00- Not Applicable
101 Parallel Structure:	N. No parallel structure exists			44 Structure Type Approach:	A:0- Other B: 0- Other	237D Telephone:	00- Not Applicable
*102 Direction of Traffic:	2- Two Way			46 Number of Approach Spans:	0	237E Sewer:	00- Not Applicable
*264 Road Inventory Mile Post:	18.82			226 Bridge Curve:	A: Vertical: NoB: Horizontal: Yes	247A Lighting: Street:	No
*208 Inspection Area:	Area 06			111 Pier Protection:	N - Navigation Control item coded 0, or Feature not a waterway	247B Navigation:	No
*104 Highway System:	0- Inventory Route is not on the NHS			107 Deck Structure Type:	1 - C-I-P Portland Cement Concrete - Epoxy Coated Rebars	247C Aerial:	No
*26 Functional Classification:	7- Rural - Major Collector			108A Wearing Surface Type:	1. Concrete	*248 County Continuity No.:	00
*204A Federal Route Type:	S - Secondary.			108B Membrane Type:	0. None	36A Bridge Railings:	2- Inspected feature meets acceptable construction date standards.
*204B Federal Route Number:	01800			108C Deck Protection:	8. Unknown	36B Transition:	2- Inspected feature meets acceptable construction date standards.
105 Federal Lands Highway:	0. Not applicable			265 Underwater Inspection Area:	1	36C Approach Guardrail:	1- Meets current standards
*110 Truck Route:	0- The Feature is not part of the National Network for Trucks					36D Approach Guardrail Ends:	1- Meets current standards
217 Benchmark Elevation:	0000.00						
* Location ID No:	129-00136D-018.82E						

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:4/8/2017

Bridge Serial Number: 129-0037-0

County: Gordon

SUFF. RATING: 62.8

Programming Data

201 Project Number:	FAS 1800 (4)
202 Plans Available:	4- Plans in InfoImage.
249 Proposed Project Number:	000000000000000000000000
250A Reconstruction Approval Status:	No
250B Route Approval Status:	No
250C Approval Status Definition:	0
250D Approval Status Federal:	0
251Project Identification Number:	0013994
252 Contract Date:	02/01/1901
260 Seismic Number:	00007
75A Type Work Proposed:	34- Widening with deck rehabilitation or replacement
75B Work Done by:	1- Work to be done by contract
94 Bridge Improvement Cost:(X$1,000)	$207
95 Roadway Improvement Cost: (X$1,000)	$56
96 Total Improvement Cost: (X$1,000)	$378
76 Improvement Length:	481.0'
97 Year Improvement Cost Based On:	1990
114 Future AADT:	2625
115 Future AADT Year:	2032

Hydraulic Data

113 Scour Critical:	U. No Load Rating; no scour critical data entered.
216A Water Depth:	5.8
216B Bridge Height:	34.9
222 Slope Protection:	1
221A Spur Dike Rear:	
221B Spur Dike Fwd:	
219 Fender System:	0- None.
220 Dolphin:	
223A Culvert Cover:	000
223B Culvert Type:	0- Not Applicable
223C Number of Barrels:	0
223D Barrel Width:	0.0
223E Barrel Height:	0.0
223F Culvert Length:	0.0
223G Culvert Apron:	0
39 Navigation Vertical Clearance:	0'
40 Navigation Horizontal Clearance:	0
116 Navigation Vertical Clear Closed:	0

Measurements:

*29 AADT:	1750
*30 AADT Year:	2012
109 % Truck Traffic:	23
* 28A Lanes On:	2
*28B Lanes Under:	0
210A Tracks On:	00
210B Tracks Under:	0
* 48 Maximum Span Length:	70
* 49 Structure Length:	270
51 Bridge Roadway Width:	26.0'
52 Deck Width:	32.0'
* 47 Total Horizontal Clearance:	26.0'
50A Curb / Sidewalk Width Left:	2.0
50B Curb / Sidewalk Width Right:	2.0
32 Approach Rdwy. Width:	28.0'

***229 Approach Roadway**

Rear Shoulder Left: Width:	2	*Right Width:*2.0	Type: 2 - Asphalt.
Fwd Shoulder: Left Width:	2	*Right Width:*2.0	Type: 2 - Asphalt.
Rear Pavement: Width:	24.0	*Type:*2- Asphalt.	
Forward Pavement: Width:	24.0	*Type:*2- Asphalt.	
Intersection Rear:	0	*Forward:*0	

53 Minimum Vertical Clearance Over Rd:	99' 99"
54A Under Reference Feature:	N- Feature not a highway or railroad.
54B Minimum Clearance Under:	0' 0"

***228 Minimum Vertical Clearance**

228A Actual Odometer Direction:	99'99"
228B Actual Opposing Direction:	99'99"
228C Posted Odometer Direction:	00'00"
228D Posted Opposing Direction:	00'00"
55A Lateral Underclearance Reference:	N- Feature not a highway or railroad.
55B Lateral Underclearance on Right:	0.0
56 Lateral Underclearance on Left:	0.0
10A Direction of Travel for Max Min:	0
10B Max Min Vertical Clearance:	99'99"
245A Deck Thickness Main:	6.8
245B Deck Thickness Approach:	0.0
246 Overlay Thickness:	0

Ratings and Posting

65 Inventory Rating Method:	1-Load Factor (LF)
63 Operating Rating Method:	1-Load Factor (LF)
66A Inventory Type:	2 - HS loading.
66B Inventory Rating:	26
64A Operating Type:	2 - HS loading.
64B Operating Rating:	43

231Calculated Loads		**Posting Required**
231A H-Modified:	21	No
231B Type3/Tandem:	23	No
231C Timber:	29	No
231D HS-Modified:	26	No
231E Type 3S2:	33	No
231F Piggyback:	39	No

261 H Inventory Rating:	19
262 H Operating Rating:	32
67 Structural Evaluation:	5
58 Deck Condition:	5 - Fair Condition
59 Superstructure Condition:	7 - Good Condition
* 227 Collision Damage:	
60A Substructure Condition:	5 - Fair Condition
60B Scour Condition:	7 - Good Condition
60C Underwater Condition:	5 - Fair Condition
71 Waterway Adequacy:	8-Equal to present desirable criteria.
61 Channel Protection Cond.:	7-Better than present minimum criteria.
68 Deck Geometry:	4
69 UnderClr. Horz/Vert:	N
72 Approach Alignment:	8-No reduction of vehicle operating speed required.
62 Culvert:	N - Not Applicable
70 Bridge Posting Required:	5. Equal to or above legal loads
41 Struct Open, Posted, CL:	A. Open, no restriction
* 103 Temporary Structure:	No

232 Posted Loads

232A H-Modified:	00
232B Type3/Tandem:	00
232C Timber:	00
232D HS-Modified:	00
232E Type 3s2:	00
232F Piggyback:	00
253 Notification Date:	02/01/1901
258 Federal Notify Date:	02/01/1901

Georgia Department of Transportation
Bridge Inventory Data Listing

Processed Date:Jul-25-2018 13:17:02 PM

Parameters: Bridge Serial Number

Bridge Serial Number: 129-0038-0 **County: Gordon** **SUFF. RATING: 76.5**

Location & Geography

Structure ID:	129-0038-0
200 Bridge Information:	07
*6 Feature Intersected:	COOSAWATTEE RIVER O/F
*7A Route Number Carried:	SR00136
*7B Facility Carried:	SR 136
9 Location:	5.5 MI E OF NICKLESVILLE
2 GDOT District:	4841600000 - D6 District Six Cartersville
*91 Inspection Frequency:	24 Date: May-23-2017
92A Fracture Critical Insp. Freq:	0 Date: Feb-01-1901
92B Underwater Insp Freq:	0 Date: Feb-01-1901
92C Other Spc. Insp Freq:	0 Date: Feb-01-1901
* 4 Place Code:	00000
*5A Inventory Route(O/U):	1
5B Route Type:	3 - State
5C Service Designation:	1- Mainline
5D Route Number:	00136
5E Directional Suffix:	0. Not applicable
*16 Latitude:	34 - 36.0534
*17 Longtitude:	84 - 46.5846
98A Border Bridge:	0 98B: GA% 00
99 ID Number:	000000000000000
*100 STRAHNET:	0- The Feature is not a STRAHNET route.
12 Base Highway Network:	Yes
13A LRS Inventory Route:	1291013600
13B Sub Inventory Route:	0
101 Parallel Structure:	N. No parallel structure exists
*102 Direction of Traffic:	2- Two Way
*264 Road Inventory Mile Post:	18.94
*208 Inspection Area:	Area 06
*104 Highway System:	0- Inventory Route is not on the NHS
*26 Functional Classification:	7- Rural - Major Collector
*204A Federal Route Type:	S - Secondary.
*204B Federal Route Number:	01800
105 Federal Lands Highway:	0. Not applicable
*110 Truck Route:	0- The Feature is not part of the National Network for Trucks
217 Benchmark Elevation:	0000.00
* Location ID No:	129-00136D-018.94E

218 Datum:	0- Not Applicable
*19 Bypass Length:	10
*20 Toll:	3- On a Free Road or Non-Highway
*21 Maintenance Responsibility:	01-State Highway Agency.
*22 Owner:	01-State Highway Agency.
*31 Design Load:	3- HS 15
37 Historical Significance:	5- Not eligible for the National Register of Historic Places
205 Congressional District:	014
27 Year Constructed:	1965
106 Year Reconstructed:	0
33 Bridge Median:	0-None
34 Skew:	12
35 Structure Flared:	No
38 Navigation Control:	0- Navigation is not controlled by an Agency
213 Special Steel Design:	0- Not applicable or other
267A Type Paint Super Structure:	1- Lead Chromate Oil Alkyd System. Year : 0000
267B Type Paint Sub Structure:	1- Lead Chromate Oil Alkyd System Year : 1990
*42A Type of Service On:	1-Highway
*42B Type of Service Under:	9-Relief
214A Movable Bridge:	0
214B Operator on Duty:	0
203 Type Bridge:	E - Steel pile. N. Steel-Concrete O. Concrete O. Concrete
259 Pile Encasement:	2
*43A Structure Type Main material:	1-Concrete
*43B Structure Type Main Type:	4-Tee Beam
45 Number of Main Spans:	5
44 Structure Type Approach:	A:0- Other B: 0- Other
46 Number of Approach Spans:	0
226 Bridge Curve:	A: Vertical: YesB: Horizontal: No
111 Pier Protection:	N - Navigation Control item coded 0, or Feature not a waterway
107 Deck Structure Type:	1 - C-I-P Portland Cement Concrete - Epoxy Coated Rebars
108A Wearing Surface Type:	1. Concrete
108B Membrane Type:	0. None
108C Deck Protection:	8. Unknown
265 Underwater Inspection Area:	0

Signs & Attachments

225 Expansion Joint Type:	02- Open or sealed concrete joint (silicone sealant).
242 Deck Drains:	1- Open Scuppers.
243A Parapet Location:	0- None present.
243B Parapet Height:	0.00
243C Parapet Width:	0.00
238A Curb Height:	1.1
238B Curb Material:	1- Concrete.
239A Handrail Left:	1- Concrete.
239B Handrail Right:	1- Concrete.
*240 Median Barrier Rail:	0- None.
241A Bridge Median Height:	0
241B Bridge Median Width:	0
*230A Guardrail Location Direction Rear:	3- Both sides.
*230B Guardrail Location Direction Fwrd:	3- Both sides.
*230C Guardrail Location Opposing Rear:	0- None.
*230D Guardrail Location Opposing Fwrd:	0- None.
244 Approach Slab:	3- Forward and Rear.
224 Retaining Wall:	0- None.
233 Posted Speed Limit:	55
236 Warning Sign:	No
234 Delineator:	Yes
235 Hazard Boards:	Yes
237A Gas:	00- Not Applicable
237B Water:	00- Not Applicable
237C Electric:	00- Not Applicable
237D Telephone:	00- Not Applicable
237E Sewer:	00- Not Applicable
247A Lighting: Street:	No
247B Navigation:	No
247C Aerial:	No
*248 County Continuity No.:	00
36A Bridge Railings:	2- Inspected feature meets acceptable construction date standards.
36B Transition:	2- Inspected feature meets acceptable construction date standards.
36C Approach Guardrail:	1- Meets current standards
36D Approach Guardrail Ends:	1- Meets current standards

Georgia Department of Transportation
Bridge Inventory Data Listing

Processed Date:Jul-25-2018 13:17:02 PM

Bridge Serial Number: 129-0038-0

County: Gordon

SUFF. RATING: 76.5

Programming Data

201 Project Number:	FAS 1800 (4)
202 Plans Available:	4- Plans in InfoImage/GAMS
249 Proposed Project Number:	000000000000000000000000
250A Reconstruction Approval Status:	No
250B Route Approval Status:	No
250C Approval Status Definition:	0
250D Approval Status Federal:	0
251Project Identification Number:	0000000
252 Contract Date:	Feb-01-1901
260 Seismic Number:	00007
75A Type Work Proposed:	34- Widening with deck rehabilitation or replacement
75B Work Done by:	1- Work to be done by contract
94 Bridge Improvement Cost:(X$1,000)	$116
95 Roadway Improvement Cost: (X$1,000)	$45
96 Total Improvement Cost: (X$1,000)	$227
76 Improvement Length:	361.0'
97 Year Improvement Cost Based On:	1990
114 Future AADT:	2625
115 Future AADT Year:	2032

Hydraulic Data

113 Scour Critical:	U. No Load Rating; no scour critical data entered.
216A Water Depth:	04.2
216B Bridge Height:	21.4
222 Slope Protection:	1
221A Spur Dike Rear:	
221B Spur Dike Fwd:	
219 Fender System:	0- None.
220 Dolphin:	
223A Culvert Cover:	000
223B Culvert Type:	0- Not Applicable
223C Number of Barrels:	0
223D Barrel Width:	0.0
223E Barrel Height:	0.0
223F Culvert Length:	0.0
223G Culvert Apron:	0
39 Navigation Vertical Clearance:	0'
40 Navigation Horizontal Clearance:	0
116 Navigation Vertical Clear Closed:	0

Measurements:

*29 AADT:	1750
*30 AADT Year:	2012
109 % Truck Traffic:	23
* 28A Lanes On:	2
*28B Lanes Under:	0
210A Tracks On:	00
210B Tracks Under:	0
* 48 Maximum Span Length:	30
* 49 Structure Length:	150
51 Bridge Roadway Width:	26.0'
52 Deck Width:	32.0'
* 47 Total Horizontal Clearance:	26.0'
50A Curb / Sidewalk Width Left:	2.2
50B Curb / Sidewalk Width Right:	2.2
32 Approach Rdwy. Width:	28.0'

***229 Approach Roadway**

Rear Shoulder Left: Width:	2	*Right Width:*2.0	Type: 2 - Asphalt.
Fwd Shoulder: Left Width:	2	*Right Width:*2.0	Type: 2 - Asphalt.
Rear Pavement: Width:	24.0	*Type:*2- Asphalt.	
Forward Pavement: Width:	24.0	*Type:*2- Asphalt.	
Intersection Rear:	0	*Forward:*0	

53 Minimum Vertical Clearance Over Rd:	99' 99"
54A Under Reference Feature:	N- Feature not a highway or railroad.
54B Minimum Clearance Under:	0' 0"

***228 Minimum Vertical Clearance**

228A Actual Odometer Direction:	99'99"
228B Actual Opposing Direction:	99'99"
228C Posted Odometer Direction:	00'00"
228D Posted Opposing Direction:	00'00"
55A Lateral Underclearance Reference:	N- Feature not a highway or railroad.
55B Lateral Underclearance on Right:	0.0
56 Lateral Underclearance on Left:	0.0
10A Direction of Travel for Max Min:	0
10B Max Min Vertical Clearance:	99'99"
245A Deck Thickness Main:	6.8
245B Deck Thickness Approach:	0.0
246 Overlay Thickness:	0

Ratings and Posting

65 Inventory Rating Method:	2-Allowable Stress (AS)
63 Operating Rating Method:	2-Allowable Stress (AS)
66A Inventory Type:	2 - HS loading.
66B Inventory Rating:	27
64A Operating Type:	2 - HS loading.
64B Operating Rating:	38

231Calculated Loads		**Posting Required**
231A H-Modified:	20	No
231B Type3/Tandem:	28	No
231C Timber:	36	No
231D HS-Modified:	25	No
231E Type 3S2:	40	No
231F Piggyback:	40	No

261 H Inventory Rating:	15
262 H Operating Rating:	21
67 Structural Evaluation:	6
58 Deck Condition:	6 - Satisfactory Condition
59 Superstructure Condition:	7 - Good Condition
* 227 Collision Damage:	
60A Substructure Condition:	6 - Satisfactory Condition
60B Scour Condition:	8 - Very Good Condition
60C Underwater Condition:	N - Not Applicable
71 Waterway Adequacy:	8-Equal to present desirable criteria.
61 Channel Protection Cond.:	8-Equal to present desirable criteria.
68 Deck Geometry:	4
69 UnderClr. Horz/Vert:	N
72 Approach Alignment:	8-No reduction of vehicle operating speed required.
62 Culvert:	N - Not Applicable
70 Bridge Posting Required:	5. Equal to or above legal loads
41 Struct Open, Posted, CL:	A. Open, no restriction
* 103 Temporary Structure:	No

232 Posted Loads

232A H-Modified:	00
232B Type3/Tandem:	00
232C Timber:	00
232D HS-Modified:	00
232E Type 3s2:	00
232F Piggyback:	00
253 Notification Date:	Feb-01-1901
258 Federal Notify Date:	Feb-01-1901